

REMARKS

In this preliminary amendment, Claims 1 and 15 have been amended. Claims 1, 2, 4-8, 12, 14 and 15 remain in the application with Claims 1 and 15 being the only independent claims. Favorable reconsideration, in view of the above amendments and accompanying remarks, is respectfully requested.

As amended, Claim 1 now defines the invention as a disc brake comprising: a caliper; two brake shoes, which are pressable against both sides of a brake disc and which in relation to a peripheral force generated upon application of the brake shoes against the brake disc are supported against a vehicle-fixed carrier, wherein the peripheral force in dependence upon a direction of rotation of the brake disc acts in one of two opposite peripheral force directions; at least one device for at least one of measuring and converting the peripheral force, the device being disposed in a force transmission chain between at least one of the brake shoes and the carrier; and at least one force transmission member, which is disposed between at least one of the brake shoes and the device for at least one of measuring and converting the peripheral force and which is movable relative to the carrier under guidance in a plane parallel to the brake disc, wherein the at least one force transmission member is disposed at one side relative to the caliper in order to take up and transmit the generated peripheral force in only one of the two peripheral force directions. None of the cited references, alone or in combination, discloses such a disc brake structure as recited in Claim 1.

Specifically, EP 523 338 to Wahnschaffe et al. discloses on page 17 of the English language translation that the vehicle carrier/brake holder **17** (which the Examiner has incorrectly identified as element **19** – element **19** is the floating frame mounted axially moveable on the carrier – the vehicle carrier/brake holder must be a “vehicle-fixed carrier” as required by Claim 1 and thus the vehicle-fixed carrier/brake holder must correspond to element **17** in Wahnschaffe et al.) “bears two separated support arms **18**” (the support arms **18** being called the force transmission member by the Examiner). Thus, Wahnschaffe et al. clearly only discloses that the support arms/force transmission member **18** is an integral part of the vehicle-fixed carrier/brake holder **17** and thus, the support arms/force transmission member **18**

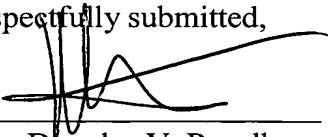
cannot move relative to the wheel-fixed carrier/brake holder 17. Thus, Wahnschaffe et al. does not disclose or suggest that the disc brake includes “at least one force transmission member, which is disposed between at least one of the brake shoes and the device for at least one of measuring and converting the peripheral force and which is movable relative to the carrier under guidance in a plane parallel to the brake disc, wherein the at least one force transmission member is disposed at one side relative to the caliper in order to take up and transmit the generated peripheral force in only one of the two peripheral force directions, as now recited in Claim 1. (Emphasis added). Accordingly, it is believed that Claim 1, along with dependent Claims 2, 4-8, 12 and 14, are patentable over the cited references.

Independent Claim 15 is directed to a vehicle brake system and has been amended to include similar limitations to that of Claim 1. Thus, for those reasons discussed above with respect to Claim 1, it is believed that Claim 15 is patentable over the cited references.

In view of the above amendments and accompanying remarks, it is believed that the application is in condition for allowance. However, if the Examiner does not believe that the above remarks and amendments place the application in condition for allowance, or if the Examiner has any comments or suggestions, it is requested that the Examiner contact Applicants’ attorney at (419) 255-5900 to discuss the application prior to the issuance of an action in this case by the Examiner.

Respectfully submitted,

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